



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

AMZ:EV.

12/5/96

Subject: **Conformity Analyses in Rural
Nonattainment Areas**

Date: **November 13, 1996**

From: **Office of Transportation Programs
San Francisco, California**

Reply to
Attn. of: **HTP-09
(723.1)**

To: **Mr. Robert E. Hollis
Division Administrator
Phoenix, Arizona**

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In response to the request of your staff and staff of the Arizona Department of Transportation (ADOT), the following is our recommendation for preparing a regional conformity analysis in rural nonattainment or maintenance areas in Arizona.

Section 93.130(d) of the Transportation Conformity Rule outlines the requirements for conducting a regional conformity analysis in rural nonattainment and maintenance areas. Typically a project sponsor will prepare the regional conformity analysis since the project is in a rural area, and there is no metropolitan planning organization to do the regional analysis.

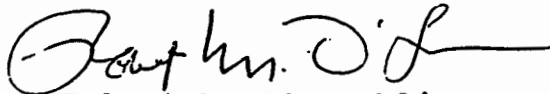
The Transportation Conformity Rule requires that the projects in the statewide transportation plan and program be included in the regional conformity analysis. However, the State of Arizona has developed a statewide transportation plan that is a policy plan as allowed by the Metropolitan/Statewide Planning Regulation (see page 58047, Preamble, 23 CFR Part 450/49 CFR Part 613). Because the Arizona statewide transportation plan does not include projects with a design concept and scope sufficient to determine conformity, a regional conformity analysis in rural nonattainment or maintenance areas will be limited to the projects included in the statewide transportation program.

ADOT has prepared a regional conformity analysis in two rural PM10 nonattainment areas, Bullhead City and Payson. In both cases, the regional conformity analysis defined the no-build scenario as those projects committed to in the statewide transportation program, and any measures in the SIP that have been implemented. The build scenario was defined as all of the projects in the no-build scenario, the project being proposed, and any measures in the SIP that have not yet been implemented. In our view, this approach is consistent with the requirements of the Transportation Conformity Rule.

It is important to note that a regional conformity analysis in a rural nonattainment or maintenance area in Arizona will be limited to a 1990 base year and one analysis year reflecting the build scenario. That analysis year is when the proposed project is open to traffic. Prior to this year, there is no build scenario, and any analysis year after this year goes beyond the time frame of the statewide transportation program. Thus, the requirements for other analysis years (i.e., horizon year of the plan; no more than 10 years apart, etc.) do not apply in these situations.

To clarify the use of control measures in the SIP for a regional conformity analysis in rural nonattainment or maintenance areas in Arizona, the assumption should be that all measures implemented prior to the year that the proposed project is open to traffic (the analysis year for the build scenario) should be in the no-build scenario. All measures in the SIP that will be implemented in the year that the proposed project is open to traffic or later should be in the build scenario. Section 93.130 (a)(2)(3) and (4) of the Transportation Conformity Rule state the requirements related to emissions reduction credit.

If you have any questions regarding this clarification, please contact me at (415) 744-3823.



Robert M. O'Loughlin
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